

VOL. XLIII. No. 2561. 號二十月一十年七十八百八千一英 HONGKONG, SATURDAY, NOVEMBER 12, 1887. 日七廿月九年亥丁 PRICE, \$2 PER MONTH.

Shipping

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Steamship
Aratoon Apear,
Capt. A. B. MAC TAVISH,
will be despatched for
the above Ports on **WEDNESDAY**, the
16th Instant, at Noon.

For Freight or Passage, apply to
DAVID SARSON, SONS & Co.,
Agents.

Hongkong, November 11, 1887. 2204

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHWANG, TIENTSEN, HANKOW and
Ports on the YANGTSE.)

The Co.'s Steamship
Dardanus,
Capt. J. H. ...

(Illustration of a steamship at the bottom of the page.)


...despatched as above on
WEDNESDAY, at the 16th Instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
 Hongkong, November 8, 1887. 2187

SHIRE LINE OF STEAMERS.
FOR YOKOHAMA AND KOBE.
 The Steamship
Monmouthshire,
 Captain, *Commander,* will
 be despatched for the
 above Ports on the 18th Instant.
 This Steamer has superior Passenger
 Accommodation.
 For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
 Hongkong, November 11, 1887. 2198


NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANÇAIS.
 The Co.'s Steamship
Malbourn,
 Commandant *LEGERRE,*
 expected here on **FRIDAY,**
 the 11th Instant, will be despatched for
SHANGHAI, KOBE, and YOKOHAMA
 shortly after her arrival from Europe.
G. DE CHAMPEAUX,

ADELAIDE.
(Calling at **PORT DARWIN**, and taking
through Cargo for **QUEENSLAND**
PORTS, TASMANIA, and
NEW ZEALAND.)
The British Steamer

 **Capt. DEASON**, due 21st Instant, with part Cargo from JAPAN, will have quick despatch as above.

For Freight or Passage, apply to

HONGKONG, November 7, 1887. 2177
STEAM TO SHANGHAI
 The P. & O. S. N. Co.'s
 Steamship

Yamena
 will leave for the above
 place about 24 hours after her arrival with
 the outward English Mail.
E. L. WOODIN,
Acting Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, November 11, 1887. 2199
STEAM TO YOKOHAMA, VIA NAGA-

SARKI and ROBE.
(*Passing through the INLAND SEA.*)

The P. & O. S. N. Co.'s
Steamship,
Thibet
will leave for the above
places on FRIDAY, 26th November, at
Daylight.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 11, 1887. 2000

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.L.I. American Ship
South American,
TUCKER, Master, will load here
for the above Port, and will

For Freight, apply to
RUSSELL & Co.
 Hongkong, October 6, 1887. 1943

FOR SAN FRANCISCO.

The 100 & 1 British Barque
Banlanera
 ARRENS, Master, will load here
 for the above Port, and will
 have quick despatch.

For Freight, apply to
RUSSELL & Co.
 Hongkong, October 21, 1887. 2049

Not Responsible for Debts.
Neither the Captain, the Agents, nor

Others will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

ALBA ROS, Hawaiian brig, Captain J. Phillips. - Wialer & Co.
ASTA, British ship, Captain Thos. H. Anderson. - Arnhold, Barberg & Co.
BREW SEWELL, American ship, Capt. S. R. Umow. - Pustan & Co.
ISAAK REED, American ship, Capt. J. D. Waldo. - Siemens & Co.
REMYRANDT, American ship, Capt. J. D. Paine. - Russell & Co.
VIZCUTTI, British barque, Capt. R. Martin. - Pustan & Co.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship *Formosa*, Captain H. J. Parker, will be despatched for the above Ports on MONDAY, the 14th instant, at 2 p.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, November 12, 1887. 2203

GLEN LINE OF STEAM PACKETS.

FOR YOKOHAMA AND KOBE.

The Steamship *Glenagee*, Captain PARK, will be despatched for the above Ports on MONDAY, the 14th instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 12, 1887. 2208

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamship *Phra Chom Klao*, Captain J. F. Parker, will be despatched for the above Ports on TUESDAY, the 15th instant, at daylight.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, November 12, 1887. 2209

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship *Phra Chom Klao*, Captain H. J. Parker, will be despatched for the above Ports on WEDNESDAY, the 16th instant, at daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, November 12, 1887. 2214

FOR KOBE AND YOKOHAMA.

The Steamship *Glenagee*, Captain PARK, will be despatched for the above Ports on WEDNESDAY, the 16th instant, at 5 p.m.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.

Hongkong, November 12, 1887. 2216

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Chungking*, Captain J. E. Williams, will be despatched as above on SATURDAY MORNING, the 19th instant, at daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabin are situated forward of the Engine. Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 12, 1887. 2207

THE BEN LINE OF STEAMERS.

FOR SINGAPORE AND LONDON.

The British Steamer *Banana*, Captain Wessner, will be despatched as above on or about the 22nd instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 12, 1887. 2217

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

The Overland Railways, and ATLANTIC & OTHER CONNECTING STEAMERS.

The Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st December, at 5 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—To San Francisco \$330.00

To San Francisco and return \$650.00

available for 6 months

To Liverpool \$330.00

To London \$330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agent of the Company, No. 604, Queen's Road Central.

G. D. HARMAN, Agent.

Hongkong, November 12, 1887. 2212

To-day's Advertisements.

THE JUBILEE.

THE RETE.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY, the 15th November, 1887, at 2 p.m., at his Sales Rooms, Queen's Road,—

AN ASSORTMENT OF JAPANESE WARE,

SABIMURA, KANDA, IMAMI, KIKYO, and TOKIO YAKEN, JARS, BOWLS, INCENSE BURNERS, TEA AND COFFEE SETS, EGO-SHIEI, WALES, ENAMELED WARE, BRONZES, EMBROIDERIES, KAKEMONOS, and EMBROIDERED SCREENS.

Apply to J. M. ARMSTRONG, Auctioneer.

Hongkong, November 12, 1887. 2211

TO LET—FURNISHED.

THAT HOUSE at the PEAK, formerly occupied by the late W. H. BREWSTER, Immediate Entry.

Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, November 12, 1887. 2215

CANADIAN PACIFIC RAILWAY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons Register, Captain, Commander, will be despatched for YAN-KUWEI, B.C., via KOBE and YOKOHAMA, on FRIDAY, the 25th November, at 3 p.m.

To be followed by S.S. *PARTHIA*, on the 10th December, and *ABYSSINIA*, on the 3rd January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Freight-class fares granted as follows:—To Vancouver \$160.00

To Victoria and San Francisco 175.00

Total common points in Can. 200.00

To Liverpool 300.00

To London 305.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Circular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 14th November.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, November 12, 1887. 2206

SHIPPING.

ARRIVALS.

November 11, 1887:—

Glenagee, British steamer, 2,204, R. A. Donaldson, London September 29, and Singapore November 5, General JAMES, MATHESON & Co.

Monk, British steamer, 857, Geo. Anderson, Bangkok November 3, Rios and General.—YUEN FAT HONG.

November 12:—

Haiphong, British steamer, 1,122, Harris, Fochow November 8, Amoy 9, and Swatow 11, General.—DOUGLAS STEAMSHIP CO.

DEPARTURES.

November 12:—

Antioch, for Hoihow.

Clara, for Newchwang.

Seppia, for Bangkok.

Titanic, for Singapore and Bombay.

Wingana, for Singapore and Calcutta.

Melita, for Bangkok.

Don Juan, for Amoy and Manila.

Zafiro, for Amoy and Manila.

San Pedro, for San Francisco.

Peking, for Shanghai.

Yikang, for Swatow.

OLIMAR.

Triumph, for Hoihow.

Marie, for Hoihow.

Marie, for Hoihow.

Kuang Lee, for Shanghai.

Bisaya, for Singapore and Bombay.

Niobe, for Singapore and Hamburg.

Chelydra, for Saigon.

Thales, for Coast Ports.

Amigo, for Amoy.

PASSENGERS.

Arrived:—

Per *Glenagee*, for Hongkong, from London, Mr. and Mrs. Phillips, Miss Master Phillips, Miss Barclay, Captain and Mrs. Moore, Mr. Joyce, Captain Geo. Westoby, F. Davis and W. Young, Mr. Currie, and 250 Chinese, from Singapore. For Shanghai: Per *Haiphong*, from Coast Ports, Messrs. Gelson, Louis, Mr. and Mrs. Allen, and Mr. E. Allen, and 108 Chinese.

Per *Haiphong*, from Sydney, &c., Misses Fleming and Hook, Messrs. Francis, Murray, Whitten, Ordway, M.L.A., Torr, Whittle, Meek, Ray, Molynaux, and 76 Chinese.

Per *Titanic*, for Swatow, 300 emigrants, for Colombo, Mr. F. Dunn, the Hon. G.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Haiphong* leaves for Coast Ports. Steamer leaves for London.

RELIGIOUS SERVICES.

St. James' Church.—Morning Worship, 11 a.m.—Rev. G. B. Bondfield. Service in Chinese, 2 p.m.—Rev. J. Chalmers, M.A., LL.D.

St. James' Church.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday evenings at 7.30. All Seamen are invited to attend.

German Bethel Chapel.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, York Street.

St. John's Church.—Morning, Garden Road, 9 a.m. Mass and Sermon, 5.30 p.m. Evening Service, Benediction.

St. Peter's Church.—Morning, Sailors' Home.—Service every Sunday at 8 p.m. Holy Communion at 7.30 a.m., on the Second Sunday; and after the evening Service on every Thursday at 8 p.m.

Temperance Hall, 7.30 p.m.—Undenominational Meeting.

MEMOS. FOR MONDAY.

Shipping.

2 p.m.—*Formosa* leaves for Amoy, &c.

4 p.m.—*Glenagee* leaves for Y'hama, &c.

Miscellaneous.

Goods per *Wingana* undelivered after this date subject to rent.

General Memoranda.

Tuesday, November 16:—

2 p.m.—Auction of Japanese Ware, &c., at Mr. J. M. Armstrong's.

Claims against the *Arcton* must be made on or before this date.

Wednesday, November 16:—

Goods per *Glenagee* undelivered after this date subject to rent.

Friday, November 18:—

Goods per *Glenagee* undelivered after this date subject to rent.

Wednesday, November 30:—

List of Contributions to the H.K. Fire Insurance Company, Ltd., to be sent in before this date.

List of Contributions to the China Fire Insurance Co., Limited, to be sent in before this date.

A. S. WATSON & CO., LIMITED.

OUR NEW SEASON'S FLOWER & VEGETABLE SEEDS.

ARE NOW READY FOR DELIVERY.

VEGETABLE PARCEL, price \$7.50.

FLOWER PARCELS, \$10 & \$5.

SPECIAL FLOWERS SEEDS in separate mail varieties.

CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY.

Hongkong, September 20, 1887. 1881

BIRTHS.

At Brookfield, Mount Gough, on the 11th and 12th instant, the Wife of H. L. DENNIS, of Twins—Daughter and Son.

On the 12th instant, the Wife of ALFRED BULMAN JOHNSON, of a Son.

The publication of this issue commenced at 8.05 p.m.

The China Mail.

HONGKONG, SATURDAY, NOVEMBER 12, 1887.

MUCH lies under the surface in this Jubilee Celebration, to which many people seldom give heed. When, in reply to a non-British writer, we say that the Jubilee is in commemoration of the completion of fifty years' reign by Her Majesty Queen Victoria, Empress of India, the statement is strictly correct. This expression of loyalty comes naturally, and has been as marked as the feeling of affection and esteem for the Royal house is strong in the British people. But to the British-born of the Anglo-Saxon stock, which found its cradle in the two islands of Great Britain and Ireland, the Jubilee means more than this. It means the record as well of fifty eventful years in the successful career of the Anglo-Saxon race, in every quarter of the globe. This success and progress have been achieved under the sway of Queen Victoria, the influence and leadership of Her Majesty having been a great factor in the historical period which closed in June last. The love of Queen and country has been solidified and strengthened during the last fifty years by the wonderful fact shown by Her Majesty in her consideration for her people, in her undivided and unequalled attachment to and her most liberal interpretation of our monarchical institutions which have become the very heart of the great British Empire. Queen Victoria has, therefore, secured this wonderful burst of enthusiasm, which has made the four corners of the earth ring as they never rang before, because of its institutions to the true ideal of a vast Republic. Nothing can better check the tendency to license or over-freedom in government than the existence of an enlightened and well-conducted Court; and nothing in the course of modern history has so clearly and forcibly illustrated the simultaneous growth side by side of a great people and their enlightened and sensible ruler as this record of the last fifty years of Victoria's reign. By becoming the mother of her people and identifying herself with the progress of political thought, Her Majesty has secured to the Royal dynasty of which she is so bright an ornament a lease to reign for ages to come. In her domestic life she has set an example to England's future kings, and has unquestionably strengthened the foundations of the Empire by raising the sacredness of family life to a standard

CHINA COAST METEOROLOGICAL REGISTER.

NOVEMBER 11.—AT 4 P.M.

W. DORRICK, Government Astronomer.

Hongkong Observatory, November 12.

1. BAROMETER, reduced to 59 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. THERMOMETER, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, by day and night, as follows:—a, drizzling rain; b, fog; c, gloomy; d, half, lightning; e, overcast; f, passing showers; g, squally; h, snow; i, sleet; j, rain; k, variable; l, dew (wet).

7. RAIN, in inches, tenths and hundredths.

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer 30.13

Thermometer 69

Humidity 62

Direction of Wind NE

Force 1

Weather Clear

Hongkong Observatory, Nov. 12, 1887.

MEMOS. FOR TO-MORROW.

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THE HONGKONG DISPENSARY.

Hongkong, September 20, 1887. 1881

THE ROCKET EXPLOSION.

FATALITY.
The inquest on the bodies of the two killed by an explosion of rockets on board a lighter in the harbour on the evening of the 9th inst., was continued at the Magistrate's Court to-day before Mr. Wodehouse, Coroner, and Messrs. Horner, Sanders, J. P., Madar, and B. D. Romig, Jurymen.
Mr. Frederick Mann recalled that he was able to say that there were no refreshments given to the men below except some tonic water. No smoking was allowed on board either on the lighter or the pontoon. I particularly asked them about smoking and they were fully aware that it was important they should not smoke. They had nothing to do except to put the rockets into the stocks and hand up the fireworks. The opening of the hatch was about two feet four inches high. There was an opening on the deck. The hole was not protected in any way. It was the only opening there was. The ordinary hatchway was covered with planks and the thickness of tarpaulin, and there was a special communication with the hold made for the purpose. It was quite impossible for any spark to get in anywhere except at this opening. We counted some 400 cases of exploded rockets and several hundred of Roman candles.

Inspector Coghlan stated that the case of Brand was that of a Barrett 20, and that both were unarmoured.

Wong Akut, headman on the "P" and O. Co.'s lighter, said on the 9th inst., at 11.15 p.m., I was standing on the dock of the lighter in which the fireworks were kept. I was passing fireworks over to the men on the "P" and O. Co.'s lighter, and that both were unarmoured.

Edward Bond, reporter, said—About 20 minutes past eleven I was on board the "P" and O. Co.'s lighter, in the harbour, some where about a quarter of a mile from the shore. As every one of the rockets was one rocket, instead of following the flight of the rocket, which went directly upwards, went up spirally, turned round and came down again, and seemed to me to go right back to the place where it was fired from. I thought this very strange and spoke to a person near me about it. I saw the explosion and it occurred not twelve seconds after my going out of the lighter. I have my gaiting out of the lighter. I have my gaiting out of the lighter. I have my gaiting out of the lighter.

Mr. Frederick Mann, recalled that the side opening was about nine feet from the water. There was a canvas covering over the hole, leaving an opening of not more than 18 inches.

Dr. Marquis—On the night of 9th inst. the deceased were admitted to the Hospital. They were suffering from severe burns all over the body. The patient was conscious, but the other was unable to speak. He said he and his companion were working on board the lighter when a spark of a rocket went in and caused the explosion. I believe the man was quite sober.

Inspector Crook—I have seen the hole from which the rockets were being passed out. I considered it a very dangerous arrangement. It might be dangerous from the funnel of a steam launch, or a spark from a rocket falling on deck, but still it appeared to me to be the only arrangement that could be made.

Wong Akut recalled that he saw a rocket fall on the deck of the lighter when it spun around, and that after that the explosion took place. It seemed to him that that was the cause of the explosion. The rocket was turning round and round on the deck.

Arthur Wagner, assistant Marine Surveyor—I was standing at the City Hall when the explosion took place. I noticed one of the rockets falling from the pontoon, and it was a very irregular course. I noticed it go towards the lighter and immediately afterwards the explosion took place. I fancied that this rocket was the cause of it. I think the arrangement made was a very satisfactory one, and I could not suggest anything being done that was not done.

The jury returned a verdict of accidental death, finding that the explosion had been caused by a spark from the fireworks discharged from the riffl, but also being of opinion that all possible precautions to prevent accidents had been taken.

SHIPPING NEWS.

(Continued from China Mail, October 7.)
The Liverpool Salvage Association reports under date of September 25th as follows with reference to the steamer *Leuzou*:—Since last report the following crafts have docked, *Let Me Alone*, full cargo sound goods; *Queen*, about 100

packages, wet cargo; *Lionel George* (S), cargo principally slacked. The fore end of the vessel has been moved about 100 feet to trim it for removal up river. Some small leakage having occurred, the steam pump was put on hand to keep it free of water. Position of after end unchanged, and on the 30th inst. they report that more packages had arrived with cargo since last report; discharge continues as rapidly as the heavy nature of the cargoes permits; the fore end of the vessel was successfully floated this morning and removed to E. moorment beach.

Advices from Cape Town, Sept. 14, state that the wreck of the British brig *Manila*, from Hongkong for New York, occurred on Aug. 27, at a spot twenty miles south of Hondeklip. All hands were saved. The master arrived by boat at Port Natal just before the last mail left that place. He reported the total wreck of the vessel, and that he had disposed of the wreck and cargo in lay for the sum of £30. Further information is expected daily. On a sailing steamer which has been instructed to call at the spot and bring up the crew. The scene of the wreck is a country very sparsely inhabited, and communication with any town or telegraph station is difficult. It is estimated that the number of steamers existing in the world in 1885 was estimated at 9,969, of an aggregate burden of 10,591,843 tons. In the previous year the number was stated at 9,642, of an aggregate burden of 10,291,241 tons. The world's steam shipping in 1885 was thus estimated at 10,591,843 tons, of an aggregate burden of 8,011,400 tons; steel steamers, 770, of an aggregate burden of 32,830 tons; and wooden steamers, 822, of an aggregate burden of 380,655 tons. Of the steamers afloat in 1885, 5,792 were owned by the United Kingdom and its colonies, their aggregate burden being 6,783,875 tons.

The P. and O. Company's steamship *Victoria*, which left Plymouth at 9 a.m. on the 2nd inst. for Bombay, arrived at Gibraltar at daylight on the 5th inst., thus making the passage in 69 hours. This is the first of the four new ships of the company to be put into service. The *Victoria*, sister ship of the *Victoria*, undergoes her official trial in the Clyde next week, and leaves for Australia on the 4th prox.

The loss is reported of the *Umberto*, one of the largest steamers of the Italian General Steam Navigation Company, wrecked off the island of Ventotene, in the Gulf of Naples, while proceeding from Genoa to Naples. The passengers and crew, numbering five hundred souls, were saved by four passing steamers. The *Umberto* was one of the largest steamers of the Italian General Steam Navigation Company, wrecked off the island of Ventotene, in the Gulf of Naples, while proceeding from Genoa to Naples. The passengers and crew, numbering five hundred souls, were saved by four passing steamers.

The Pacific Mail Steamship Company is about to expend £160,000 or £200,000 upon two large new steamships. The steamers (*British* and *British*) are required for the company's trade with China. Estimates for the steamers are given in Europe as well as in the United States.

The steamer *Tartar*, from Hamburg for China, put into Plymouth on Sept. 30 with condenser out of order.

NAVAL AND MILITARY NEWS.

(Continued from China Mail, Oct. 7.)
It is stated that Vice-Admiral Nowell Salmon will shortly succeed Vice-Admiral Sir William Hewitt in the command of the Channel Squadron, and that Admiral Hewitt will take the place of Vice-Admiral R. Vesey Hamilton as Commander-in-Chief on the China Station.

A telegram from Port Said, dated Oct. 2, says:—The Chinese Squadron, consisting of the new vessels built for the Chinese Government at Swatow and Elswick, arrived here to-day from Portsmouth, under the command of Admiral Lang.

Colonel Frederick Taylor Hobson, h.p., late East Kent Regiment, has been selected for the command of the 3rd Regimental District at Canterbury, vacant by the retirement of Colonel H. J. Degehor, C.B. Colonel Hobson arrived in the company of 1850 in China, receiving the medal with clasp for the Taku Forts.

Amongst the passengers by the *Orontes*, which has just sailed, are: Major Danville, Second Lieut. Barron, Quartermaster Danville, and drafts of 21 and 24 men from the Western and Eastern Divisions R.S. Major Danville, Second Lieut. Barron, and 117 men 2nd South Lancashire Regiment from Portsmouth, Major Tuck, Army Pay Department, and Quartermaster Bull, R.E., for Singapore (arriving Dec. 15); Second Lieut. Woodcock and Vignolles, and drafts of 21 men from the 1st Battalion, 1st Buffs, for Hongkong (arriving Dec. 26).

The third of the torpedo boat destroyers, or, as they are now called, the torpedo gunboats, was launched at Devonport on the 30th ult., and was named the *Sandfly*. The *Rattlesnake*, the first of the series, was launched in 1880; the second, the *Grasshopper*, was launched on August 30 last; the fourth, the *Spider*, will be launched on November 17; and two others, the *Devil* and the *Dragon*, are each of 450 tons displacement, and of 3,000 indicated horse power. The *Rattlesnake*, at her trial, made 10½ knots, and on more than one occasion during the manoeuvres she steamed 11 knots; and there is every probability that her sisters will be equally fast. They each carry one 4-in. 25-cwt. breech-loading gun in the bows, and six 3-pounder quick-firing guns, together with an electric search-light, so that, if properly handled, they should be in war time formidable foes to torpedo-boats. They are, however, themselves very vulnerable; for their sides are constructed of steel plate 1½ inches thick, and this can be penetrated by machine-guns firing from a considerable range. These vessels can carry over ninety tons of coal, and, as speed of 11 knots, can steam 2,500 miles without replenishing their stores. The total cost of each of the new gunboats is £246,000. It will be an improvement to these vessels, probably, if they were each to carry one of the new quick-firing 32-pounders in place of part of their present armament.

A very startling statement, says the *Army and Navy Gazette*, came to our knowledge, which it is not without interest to publish, as it is a radical defect in the construction of the *Admiral* class as to demand immediate inquiry, lest a more lamentable accident occur than that which happened to the *Admiral* class is well known. The vessel was built at the Admiralty Dock, and was a heavy vessel, with a hull of ordinary shape. The superstructure is, as it were, a box of iron apparently secured to the body of the vessel, and is overlapped at its foundation by the sides of the hull. It is now stated that during the passage of the vessel, the hull was broken up by the weight of the superstructure, and the vessel was broken up by the weight of the superstructure, and the vessel was broken up by the weight of the superstructure.

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A REMARKABLE CASE.

Under the above heading the *Demonstrator* of July 6th, 1887, publishes the following in its editorial columns:—Our readers may recall the circumstance of a young clerk, named Arthur Richard, falling insensible on the Wheatley Lane in this town some time ago, and being picked up, as he continued partly helpless, and taken in a cab by two gentlemen to the office of T. W. Fisher, Esq., the solicitor who employed him. On restoring him to consciousness it was ascertained that he was afflicted with what seemed to be an incurable disease. When he was able to speak he said he had been to his dinner, and was on his way back to his work, when suddenly his head was in a whirl and he fell in the street like a man who is knocked down. On coming to his senses in the solicitor's office he thought what this might mean, and feared he was going to have a fit of illness, which we all know is a very dreadful thing for a poor man with a family to care for.

With this in his mind he at once sought the best medical advice, telling the doctors how he had been to his dinner, and was on his way back to his work, when suddenly his head was in a whirl and he fell in the street like a man who is knocked down. On coming to his senses in the solicitor's office he thought what this might mean, and feared he was going to have a fit of illness, which we all know is a very dreadful thing for a poor man with a family to care for.

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the morning; the tongue coated; and the bowels so bound and constipated that it induced that most painful and troublesome ailment—the piles. He says there was some pain in the sides and back, and a sense of fullness on the right side, and a feeling of heaviness in the chest, which proved to be the terrible fact. The secretions from the kidneys would be scanty and high-coloured, with a kind of gritty or sandy deposit after standing.

These things had troubled Mr. Richard a long time, and after his fall in the street he clearly perceived that the fit of giddiness was nothing more than a sign of the steady and deadly advance of the complaint, which began in indigestion and dyspepsia. His story of how he went from one physician to another in search of a cure that his wife and little ones might not be troubled by his illness, and how he finally became too ill to keep his situation and had to give it up. This was a sad calamity. He was appalled to think how he should be able to live. But God raised up friends who helped to keep the wolf from the door. He then went to the seaside at Walton-on-the-Hill, but neither the change of air, nor the fresh air, nor the sea, did any good. All being without avail he visited London, with a sort of vague hope that some advantage might happen to him in the metropolis. This was in October, 1885.

How wonderful, indeed, are the ways of Providence, which dash down our highest hopes and then helps us when we least expect it.

While in London he stated his condition to a friend, who strongly advised him to try a medicine which he called *Mother Seigel's Curative Syrup*, saying, "I have known many cases of this kind, and I have seen a bottle of a chemist in Piccadilly, and began using it according to the directions. He did this without faith or hope, and the public may, therefore, judge of his surprise and pleasure when after taking a few doses he felt great relief. He could not, however, get the medicine, and he was told that the name was faded; the dark spots which had faded before his eyes like smuts of soot, gradually disappeared, and his strength increased. Before this time his knees would knock together whenever he tried to walk. So encouraged was he now that he kept on using *Mother Seigel's Curative Syrup* until it ended in completely curing him.

In speaking of his wonderful recovery Mr. Richard says it made him think of poor Robinson Crusoe, and his deliverance from captivity on his island in the sea; and added, "But for *Mother Seigel's Curative Syrup* the grass would now be growing over my grave."

Our readers can rest assured of the strict truth of all the statements in this most remarkable case, as Mr. Richard (now residing at Swiss Cottage, Walton-on-the-Hill) belongs to one of the oldest and most respected families in the beautiful village of Walton-on-the-Hill, and his personal character is attested by a high authority as the Rev. C. J. Martyn, rector of that parish, besides other excellent names. We have deemed the case of such importance to the public as to justify us in giving this short account of it in our columns.

Government Notification.

No. 56.
LABOURERS REGARDING SIGNALLING.
The following Rules regarding signalling at the Peak are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA HARBOUR, HONGKONG.

1823 Feet above Sea Level.
The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Office will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When Signalled to be signalled at the Mast Head, the Compass Bearer at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be kept up fifteen minutes after the Steamer is made out.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be signalled by showing the Ball and Ensign, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

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Harbour Master, &c.

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Hongkong, July 25, 1887.

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Hongkong, July 15, 1887. 1340

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Hongkong, January 1, 1882. 14

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Hongkong, July 25, 1872. 496

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Hongkong, May 25, 1887. 604

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N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 28th day of November, 1887, at 4 p.m., the Company's Steamship *PREUSSEN*, Capt. C. P. P. with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th November. (Parcels are not to be sent on board; they must be left at the AGENT'S OFFICE). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
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Agents.
Hongkong, November 2, 1887. 2136

MAILS.

COMPAGNIE DES MESSAGERIES MARITIMES.

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SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSAILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX,
DUNKERQUE AND ANTWERP.

ON TUESDAY, the 15th November, the New Company's Steamship *IZATADY*, Commandant BRETEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th November. (Parcels are not to be sent on board; they must be left at the AGENT'S OFFICE). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, November 3, 1887. 2210

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways to Havard, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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To London, £38.00

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Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to any port beyond San Francisco, to the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60, Queen's Road Central.

G. D. HARMAN,
Agent.
Hongkong, November 1, 1887. 2136

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUZ, PORT SAID,
MALTA, MARSAILLES, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
TRIESTE, PLYMOUTH,
AND LONDON.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERBIA, GULF PORTS, MARSAILLES, TRIESTE, HAMBURG, NEW YORK, AND HONOLULU.

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THE PANAMA AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *NOVA*, Captain W. J. WEBBER, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY and SUZ CANAL, on TUESDAY, the 22nd November, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 5 p.m. on the day of sailing.

Ton, Silk and Valuable for Europe will be transhipped at Colombo; General Cargo for London will be conveyed old Bombay without transshipment, arriving one week later than the ordinary direct route to Colombo.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PANAMA AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 11, 1887. 2201